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CENTRAL INTELLIGENCE AGENCY
SECURITY INFORMATION
INFORMATION REPORT

REPORT NO. [REDACTED]

CD NO.

25X1A

COUNTRY USSR (Gorki Oblast)

DATE DISTR. 14 Feb 1952

SUBJECT Airframe Plant No. 21 in Gorki

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1. July 1948: Only conventional fighters were seen.
2. January and February 1949 (Confirmation of previous statements *). The aircraft described below was observed for the first time. The plane did not take off from the factory field but arrived from another place and landed at the factory field. This type was observed over the airfield nearly every day. It is not clear whether it was always the same craft.
3. Description of the observed aircraft (seen at distance of about 2,650 feet):
- a. Propulsion: Plane fitted with an undetermined number of jet engines mounted in the fuselage, circular air intake in nose (see a of sketch I). It is not known if center of aperture was in line with the longitudinal axis of the craft. For nozzle at rear of fuselage, see b of sketch I.
- Wings: Source was unable to state how the wings of the craft were fitted. The plane may have been a low-wing or a mid-wing craft. Sweep-back (as represented in sketch), tips cut off, possibly slightly rounded. For pronounced dihedral, see sketch II.
- b. Tail assembly: Rudder assembly over rear end of fuselage; slightly projecting nozzle, swept-back elevator assembly mounted about 1/3 of the distance up the vertical fin, exact degree of sweep-back was not remembered, nor only slight dihedral, cut-off tips (See d in sketches I and III and sketch IV).
- c. Landing gear: Only nose wheel observed as represented in sketch I, e. The way the nose wheel was retracted was not known. No details available on the main landing gear.
- d. Fuselage: See a and b of sketch III. Circular or oval cross section, fuselage noticeably slim and long, see sketches I and II.

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c. Cockpit canopy: Tortoise-shaped, very flat, beginning about the root of the landing edge and projected beyond the root of the trailing edge of wings. The front section was rather steep; the way it faired into the fuselage was not remembered. Source was unable to state whether the cockpit canopy consisted of one piece or was provided with metal struts. (See sketch I,c).

f. Armament and mountings: None observed.

g. Paint: Silvery, no markings.

h. Source stressed the fact that the angular shape of the tail assembly was particularly noted by him.

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Comment:

a. The conspicuous forward slant of the nose wheel was also mentioned in previous reports while the obtuse wing tips are mentioned for the first time.

b. The two heads drawn in the cockpit are to indicate that the craft may be a two-seat plane, which, however, could not be stated with certainty.

c. Only through further accurate description of this type will it be possible to determine the mistake in the individual sketches and to definitely identify the type. So far no information has been received that might change the previous assumption that this model is a LAVOCHKIN swept-back type.

1 Annex: Various Views of the Swept-Back Jet Fighter Type Observed in GORKI.

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